



ADP No (All Parts) HJU 13500  
 (Part A) HJU 135A0  
 (Part B) HJU 135B0  
 (Part C) HJU 135C0

SI/Hunter/135

25 April 1973

From: CENTRAL DEFECT AUTHORITY  
 Procurement Executive, Ministry of Defence, St Giles Court, St Giles Hill  
 Tel No: 01-632-6209 London W22 1PL

A SI/HUNTER/135A  
 (SUPERSEDING SI/HUNTER/126D)  
 FIN REAR ATTACHMENT FITTINGS, CRACKING.

B 1 Hunter, all marks.

2 Hunter Fins, Pt No D.183036 (Ref 26FX/67), D.207585 (Ref 26FX/7985),  
 D.223171 (Ref 26FX/9338), F.222286, D.232192, D.281863, D.302997 and  
 D.311880 held as spare or in store.

C Examination of fin rear attachment fittings has revealed cases of cracking,  
 due to fatigue, at the spar arms lower bolt holes and the inboard forward corner  
 of the fittings at the base of the slot in the rear spar fork. It has been  
 decided therefore to introduce periodic NDT examinations of the fittings.

D 1 a PART A: RAF: At the next Primary Servicing where required.  
 RN: Within 2 months of receipt of this Instruction.

PART B: RAF: At the next and at each subsequent Primary Servicing.  
 RN: In conjunction with Part A and subsequently at a  
 Periodicity of 60 hours.

PART C: RAF: At the next and at each subsequent Major Servicing.  
 RN: At the next and each subsequent Modernisation and  
 at any unscheduled Fin Removal.

b Part A

(1) Introduce inspection holes and reinforcing plates port  
 and starboard IAW HSA Sketch No E.44312 attached as Fig 1.

(2) Cut back web lower rib flange and reinforcing plate,  
 if required, to gain access for NDT examination. Scrap view on  
 sketch B.44312 refers.

Part B

(3) Refer to the relevant aircraft AP Vol 1, Sect 3, Chap 4,  
 Para 9, operate the tailplane to the fully 'nose down' position.

(4) Render the aircraft electrically safe in accordance with  
 current instructions.



(5) Remove and retain the Port top tailplane fairing, Pt No C.186046-1 (Ref 26FX/605), Port bottom tailplane fairing Pt No C.186046-3 (Ref 26FX/606), Starboard bottom tailplane fairing Pt No C.186047-3 (Ref 26FX/10163), Starboard top tailplane fairing Pt No C.186047-1 (Ref 26FX/10162) or the rear portions of those fairings if cut under the terms of SI/Hunter/126 PART A, and attachment parts.

(6) Refer to the relevant aircraft AP Vol 1, Sect 3, Chap 3, Fig 5. Remove and retain the port and starboard access panels, items 4 of Fig 5 and attaching screws.

NOTE 1: To withdraw the Access Panels from the aircraft, removal of the screws attaching the aft of fin bullet fairing and partial withdrawal of the bullet fairing is required.

(7) Using techniques CSD/HUNTER/MAG/2A(RAF) or NATEC/HUNTER/MAG/3A(RN) examine the Port Rear Attachment Fitting Pt No B.172194 and Starboard Rear Attachment Fitting Pt No B.172195 for evidence of cracking on the rear spar arm inboard and outboard of the spar arms lower attachment bolt.

(8) Where cracking is found in either or both rear attachment fittings, the fin is to be replaced and local arrangements made for replacement of both fittings by Repair Scheme CSK 44024 and CSK 43997 if necessary.

(9) Using Technique CSDE/HUNTER/MAG/3 or NATEC/HUNTER/MAG/4 examine forward corner of the rear attachment fitting (port and starboard) at the base of the slot in the rear spar fork, for evidence of cracking.

(10) Where cracks are found in either or both rear attachment fittings, carry out the actions detailed in Para D 1 b (8).

(11) Where no cracking is found, using the existing attaching screws refit the port and starboard access panels, resecure the aft of fin bullet fairing and refit the port and starboard top and bottom tailplane fairings or rear portions thereof using existing attaching parts. Where fairings have been cut under the terms of SI/HUNTER/126 Part A, ensure that the leading edge is retained by the retaining plates and no chafe occurs between the fairing and fin surfaces.

(12) Fit 'Chekaleke' Plug No 15 (Ref 26FX/13526) to inspection hole.

#### Part C

(13) With the fin removed from the aircraft using suitable hand tools, remove and retain the Rib 'A' Cover Plate Pt No A.183897 (Ref 26FX/2959).

(14) Locate in turn the Port Rear Attachment Fitting Pt No B.172194 and Starboard Rear Attachment Fitting Pt No B.172195, remove and retain the bolt, slotted nut and washer from the spar arms lower bolt hole.

NOTE 2: Where fittings are retained with the aid of a nut, then that nut together with the bolt and washer must be discarded.

(15) Examine the port and starboard rear attachment fittings for cracks using Technique CSDE/HUNTER/MAG/1 (RAF) or HUNTER/MAG/3 (RUI). On the case examined at the manufacturer, cracking is thought to have initiated primarily from the side shoulder of the lower bolt hole in the spar arms.

(16) Where cracking is found in either or both rear attachment fittings, both fittings are to be removed and replaced in accordance with Repair Scheme CSK 44024 and CSK 43997 if necessary.

(17) Where no cracking is found re-assemble, using the bolts (head forward) nuts and washers retained at Para D1b(14). Use Split Pins SP9C-C5 (Ref 28P/9486478). Where bolts, washers and nuts have been discarded iaw Note 2 fit new bolts Pt No A25-3E (Ref 28D/1010031), washers Pt No SP16E (Ref 28W/9419487) and nuts Pt No A27 ES (28M/1011467). Drill holes for split pins in new bolts using 1.8mm diameter drill.

(18) Re-fit the cover plate, removed at Para D1b (12) above, rib 'A' and rivet in position using AGS 2050-524 BS Tucker Pop Rivets (Ref 28Q/9417272).

(19) Prior to refitment of the fin to the aircraft, examine the front and rear attachment fittings on both fin and fuselage for wear. Repair schemes B 42935, B42937, A29530 and A32515 are available for rectification of excessively worn holes.

- c Part A: A Tech A: 10 manhours
- Part B: A Tech A } 1½ manhours  
          NDT
- Part C: A Tech A } 2 manhours  
          NDT

- D 2 a Fins: Before issue or installation
- b Satisfy Part C of this Instruction.
- E 1 a RAF: Certify initial application on F720M and record on F4301.  
          RN: Record IAW AP(N) 140, Article 2213
- b RAF: Call up subsequent application on Supplementary Servicing Record Sheet.
- c RAF: Certify subsequent application on F720M.

2 Equipment label is to be endorsed "~~SI~~<sup>SI</sup>/Hunter/135 to be satisfied before issue or installation".

F Report all cases of cracking by signal to HQSTC/HAD(N) as appropriate, copy to BAe Kingston for RTO, giving details of fin with flying hours and exceptional use, for example spinning, aerobatics etc.

G 1 Superseding ~~St~~<sup>S1</sup>/HUNTER/126D in its entirety.

2 Following the replacement of the port and starboard rear attachment fittings, when found cracked, the new fittings are to be examined IAW D 1(b) Part B of this Instruction at each subsequent Minor Servicing (RAF)/240 flying hours period RN, and in accordance with D 1 (b) Part C of this Instruction at each Major Servicing and any unscheduled fin removal. Calling up action is to be iaw Para E1 above.

H 1 Nil.

2 Not applicable.

Issued on behalf of  
HQ Strike Command  
DEA for MOD(AFD)  
Tel: HW 26200 Ext 2070  
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HAD(N)  
Tel: 01-218-4317  
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D T SHARWOOD  
pp Head of Central Defect Authority

WX/005842/LR

1	44312-1	REINFLATE IN SWG. L.A. L. 72	1
2	44312-2	CHEKALEKE PLUG NO. 15.	
3	132044-0407	ANDEL RIV 15	12

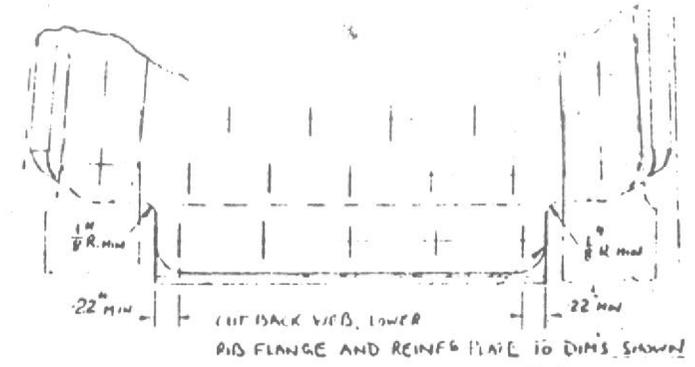


SECTION A-A'

② (SHOWN CROSS HATCHED)

6 RIVETS ON 1.35" P.C.D.

① EDGE CHAMFERED 30° AS SHOWN



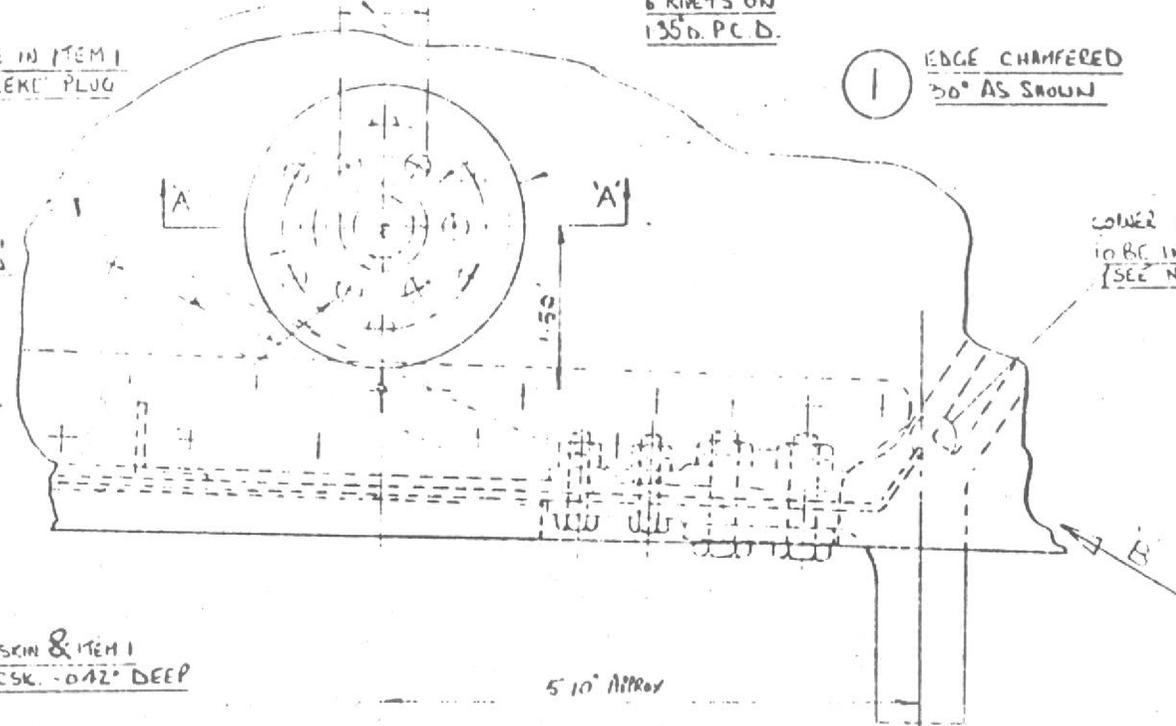
SCRAP VIEW ON ARROW B  
MAY BE INCORPORATED FOR N.D.T. PURPOSES

27/32" DIA HOLE IN ITEM 1 FOR CHEKALEKE PLUG

11/16" DIA RIBS (REF)

6 RIVETS ON 1.95" P.C.D.

CORNER OF REAR ATTACHMENT FITTING TO BE INSPECTED PORT & STBD. (SEE NOTE 1)



③

DRILL HOLE IN SKIN & ITEM 1  
1.28" - 1.51" DIA. CSK. - 0.42" DEEP  
IN ITEM 1

VIEW ON PORT SIDE  
STBD. SIDE SIMILAR.

NOTES

1. ACCESS HOLES ARE REQUIRED PORT & STBD SIDES FOR ENDSCOPE INSPECTION OF CORNERS OF REAR ATTACHMENT FITTINGS
2. NO ADHESIVE TO BE USED TO RETAIN CHEKALEKE PLUG.
3. FOR ALL FURTHER DETAILS SEE DRG. NO. D.281863

REAR ATTACHMENT FITTING

INSPECTION HOLE IN FIN SKIN ADJACENT TO REAR ATT. FITT. FIN.

FIG 1  
SI/HUNTER/135

PROTECTIVE TREATMENT	STD. 1000	GENERAL FINISH	STD. 1600
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